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## CONGRESSIONAL RECORD — HOUSE

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et motors operated at high combustion pressures. The current activities of this center include investigation in a broad area of aerospace propulsion.

I consider this another step toward the realization of the potential the Midwest has to offer in space age development activities. This goal, the full realization of Midwest potential, has been and will continue to be one of my personal goals.

We have made gains toward this goal but there is still a long distance to go. Two years ago I played a part in the establishment at Indiana University of the Center for Industrial Application for Space Technology. It is designed to make available to industry the vast amount of knowledge gained in space research, knowledge which has industrial applications in other fields besides that of space.

This was a pilot project for the United States. Its value is attested by the facts two other centers are being established at Wayne State University in Detroit and at the University of Maryland. Another is authorized for the University of Pittsburgh and still another is under consideration for the University of North Carolina.

My efforts to obtain for Indiana and the Midwest a just share of Government-financed activities have been called parochial by some. I might add these critics are not from Indiana or the Midwest. I challenge that criticism. Our Nation cannot afford not to use every tool and resource at its disposal. It has not been doing so in Indiana and the Midwest. It is starting to do so. I am certain the steps that have been taken are only the first of many which will provide new job opportunities, stimulate business growth, and add to the economic health of my section of the Nation.

#### CONSTITUTIONAL AMENDMENT ON APPORTIONMENT

(Mr. HUTCHINSON asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. HUTCHINSON. Mr. Speaker, on June 23 I introduced House Joint Resolution 1050 proposing an amendment to the Constitution to read as follows:

The judicial powers of the United States shall not be construed to extend to any suit in law or equity for the apportionment or method of apportionment of representation in a State legislature or either house thereof, nor for the composition of any legislative or administrative body in any political subdivision of a State.

The Congress has a duty to submit an amendment for ratification by the States without undue delay, in order to save our form of Government.

The Supreme Court of the United States was never vested with power to dictate the governmental structure of any State in the Union, and its present-day assertion of such power is manifest error on its part. The Court must be led out of the political thicket into which it has strayed. The Congress must initiate this important and fundamental action.

Once before in our history, soon after

the adoption of the Constitution, it was necessary to limit the judicial power in order to save the Federal character of our system. The result then was the 11th amendment, and the proposal I have introduced follows that amendment in form.

It is pertinent to point out, Mr. Speaker, that the Federal judiciary was not conceived to be an instrument of political power. Here is a branch of Government not chosen by the people, nor at any time answerable to them. Federal judges are appointed by the President, with the advice and consent of the Senate, for good behavior, which is life. They can be removed by impeachment only for treason, bribery or other high crime or misdemeanor. It is a fact of history, supported by a fair reading of the Constitution, that political power in our system was designed to be vested in the people and their elected representatives. Federal judges are not those representatives. The resolution of political questions is not their prerogative, nor in their rightful power.

#### THE BOBBY BAKER INVESTIGATION

(Mr. GROSS asked and was given permission to address the House for 1 minute.)

Mr. GROSS. Mr. Speaker, disclosure yesterday that State's Attorney Arthur A. Marshall, of Prince Georges County, Md., has made public a call girl's list of names, allegedly including past and present Members of Congress, again brings into focus the Bobby Baker investigation.

On this list, and previously mentioned in connection with the Baker scandals, is the name of Joseph Fabianich, alias Joe Fabian, now serving a 9-year Federal prison sentence for operating a call-girl ring in the Washington area.

This is the same Fabianich who was recently and suddenly spirited out of a nearby lockup to the more inaccessible Fort Leavenworth prison. This also recalls the speedy action with which Elly Rometsch, the German call girl, was deported from this country when the Baker scandals broke last fall.

It is time for Congress to drag this mess from under the rug, and let the chips fall wherever they may.

#### Cut

#### BRITISH FIRMS INDICATE HESITANCY TO SELL TO CASTRO'S CUBA

(Mr. ROGERS of Florida asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. ROGERS of Florida. Mr. Speaker, the recent news of the sale of British buses to Cuba serves as a good indication that Great Britain has little intention of cooperating with U.S. policies to halt free world trade with Castro and strangle his economy. Not only does the British Government persist in allowing British manufacturers to sell to eager and hungry Castro, but it continues to allow British ships to relieve the Russian supply burden by hauling cargo to Cuba.

The Leyland Motors' recent deal to sell Castro buses was accompanied by a rather unusual report that Leyland Mo-

tors would not see the deal through if so asked by the British Government.

It would be easy for the British Government to halt this particular sale, and many others like it, as most of the British firms trading with Castro avail themselves of the "payment insurance" provided by the Government's Exports Credit Guarantee Department. The only step necessary would be to curb export guarantees for Cuban shipments. No other action need be taken, as most of Britain's major banking houses are leery of financing sales to Castro because he is already an estimated \$238 million behind in deficits coming from his need to import more than he can produce.

Despite his difficulties, Castro's trade with Great Britain is on the rise, with Castro having bought \$8.4 million in goods from Britain during the first 4 months of this year, as compared to some \$2.8 million for the same period last year.

Mr. Speaker, Castro's economy is suffering, and his only hope is to continue to trade with the free world as the Communist bloc alone cannot keep him supplied. Britain could do much to hasten Castro's end by halting its trade with him. It could start with stopping the Leyland bus deal.

#### WHITE HOUSE JET FLEET

(Mr. LATTA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LATTA. Mr. Speaker, I take this time to wonder aloud about the high cost of maintaining the jet fleet for the convenience of the President of the United States and his official family when they travel about the country on official or semiofficial business. Everyone in the House knows that the President has a number of jets assigned to the White House and no one usually questions their number and the cost of maintaining them.

Everyone wants the President of the United States and his family to have the best that the taxpayers of the Nation can buy. I am not questioning this today. However, I am wondering aloud if the taxpayers—some of whom are not of the President's political faith—are paying the cost of transporting the President and the members of his official family in these jets to political functions—particularly to political fundraising functions such as the \$100 a plate Democrat dinner the President will be attending in Detroit on June 26. Certainly the taxpayers should not be asked to pay the cost of this trip when the already full and overflowing treasuries of the various Democrat committees will be enriched by thousands upon thousands of dollars due solely to the President's appearance at this affair.

I think it is incumbent upon the "free press" to keep the Nation informed on such matters and I will be waiting to read the stories revealing payment by the Democrat committee for this Detroit and similar trips during this campaign year.

#### COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE

Mr. ROBERTS of Alabama. Mr. Speaker, I ask unanimous consent that

the Committee on Interstate and Foreign Commerce may be permitted to sit during general debate while the House is in session this afternoon.

**THE SPEAKER.** Is there objection to the request of the gentleman from Alabama?

There was no objection.

#### CALL OF THE HOUSE

**MR. BROOMFIELD.** Mr. Speaker, I make the point of order that a quorum is not present.

**THE SPEAKER.** Evidently a quorum is not present.

**MR. ALBERT.** Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 165]

Ashbrook	Harding	Rhodes, Pa.
Avery	Healey	Rogers, Tex.
Baring	Hoffman	Roosevelt
Bass	Ichord	Schadeberg
Bennett, Mich.	Kee	Scott
Bolling	Kilburn	Senner
Bow	Kilgore	Sisk
Bruce	King, Calif.	Springer
Buckley	Lankford	Staggers
Cameron	Long, La.	Steed
Davis, Tenn.	Miller, N.Y.	Thompson, N.J.
Diggs	Morton	Toll
Dingell	Pilcher	Tupper
Evins	Pool	Tuten
Forrester	Powell	Willis
Green, Oreg.	Randall	Wydler
Hall	Reid, N.Y.	

**THE SPEAKER.** On this rollcall, 384 Members have answered to their names, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

#### URBAN MASS TRANSPORTATION

**MR. O'NEILL.** Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 732 and ask for its immediate consideration.

The Clerk read the resolution as follows:

**Resolved.** That upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 3881) to authorize the Housing and Home Finance Administrator to provide additional assistance for the development of comprehensive and coordinated mass transportation systems in metropolitan and other urban areas, and for other purposes, and all points of order against said bill are hereby waived. After general debate, which shall be confined to the bill and shall continue not to exceed four hours, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Banking and Currency, the bill shall be read for amendment under the five-minute rule. It shall be in order to consider without the intervention of any point of order the substitute amendment recommended by the Committee on Banking and Currency now in the bill and such substitute for the purpose of amendment shall be considered under the five-minute rule as an original bill. At the conclusion of such consideration the Committee shall rise and report the bill to the House with such amendment as may have been adopted, and any Member may demand a separate vote in the House on any of the amendments adopted

in the Committee of the Whole to the bill or committee substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit, with or without instructions. After the passage of the bill H.R. 3881, it shall be in order in the House to take from the Speaker's table the bill S. 6 and to move to strike out all after the enacting clause of said Senate bill and to insert in lieu thereof the provisions contained in H.R. 3881 as passed by the House.

**MR. O'NEILL.** Mr. Speaker, I yield 30 minutes to the gentleman from Ohio [Mr. Brown], and pending that I yield myself such time as I may consume.

Mr. Speaker, House Resolution 732 provides for the consideration of H.R. 3881, a bill to authorize the Housing and Home Finance Administrator to provide additional assistance for the development of comprehensive and coordinated mass transportation systems in metropolitan and other urban areas.

The resolution provides for an open rule with 4 hours of general debate, making it in order to consider the committee substitute as an original bill and all points of order are waived on this bill.

Mr. Speaker, I know of no legislation that will be before this Congress this year that is as important as this legislation, particularly if the Members, as I do, come from a metropolitan area.

This is an opportunity for us to clean up our antiquated transit systems that have been in existence since long before the beginning of the century. This is an opportunity for us to be able to move these elevated structures that we have in the old cities of America. This is an opportunity to clear up blighted areas. This is an opportunity to revitalize very important property, the beautiful property that has gone into blight in the major cities of this Nation.

During the course of the years we have spent in this Congress over \$50 billion on road programs, yet we have spent nothing whatsoever as far as trying to pass a mass transportation bill concerning our local elevated or railroad systems.

H.R. 3881 is the administration's mass transit bill which provides partial Federal grants to improve bus service, commuter rail lines, and other mass transit systems in and around our towns and cities. The Congress has been strongly urged to act on this measure by both the late President John F. Kennedy and by President Lyndon Johnson. There are six major features of the committee bill.

First, Federal grants would be authorized for up to two-thirds of that part of the cost of facilities and equipment that cannot be financed by revenues alone. Local grants in cash would be required for the other one-third. This is the same formula used under the urban renewal program. Revenues from the transit system would pay for needed new investment to the extent possible, but the margin of total cost which cannot be financed this way would be covered by these Federal and local grants.

Second, To assure that the Federal assistance will accomplish the objectives of the bill, strict planning requirements are provided for, including the preparation of an areawide transportation plan as a

part of comprehensive planning for the development of the urban area. The bill also recognizes the urgency of this problem and the heavy cost of delay in a further provision that for a 3-year period the grants could be made on an emergency basis but with reduced Federal participation. These grants would be for only one-half of the net project cost, but the additional one-sixth Federal grant would be available if full planning requirements are met within 3 years of the date of the grant agreement.

Third, The bill authorizes appropriation of \$500 million in Federal grant funds over a 3-year period—\$100 million in the first year and \$200 million in each of the succeeding fiscal years. Because of the long leadtime in programs of this kind, the budget impact in the first year that funds are appropriated is estimated at only \$10 million. The bill also would restore the unused balance of the \$50 million loan authority provided by the Housing Act of 1961. Approximately \$47 million remains of this authority.

Fourth, The bill would continue and, in fact, improve the effort to find new and better ways to meet our mass transit needs by providing that \$10 million of each of the 3 fiscal year installments can be used for research, development, and demonstration grants replacing the present limited demonstration program created in 1961.

Fifth, An adequate relocation program would be required for families displaced by assisted projects. Federal grants for relocation payments to families, individuals, and business concerns would be authorized similar to those in effect under the urban renewal program.

Sixth, The committee bill also includes provisions to protect the rights of employees of local transit systems affected by the program.

Mr. Speaker, it is my opinion that unless legislation of this type is passed by this Congress there is no possibility that we can improve the antiquated systems that we have in the metropolitan areas at the present time. I know in the local area I represent, I know of no bill more important to the district than the present bill that we have up for consideration today. We have a downtown area in the city of Boston where we have a viaduct that was built in the 1890's right through the most valuable property in the city of Boston. This is an opportunity with the aid of the Federal Government to tear down such a structure, to relocate the transport lines and to beautify the city. Such legislation would bring a tremendous revaluation of city property. We cannot possibly do this all alone, if our local transportation system runs a deficit, if we in the cities and towns through real estate taxes must make this up. We need Federal assistance not only in Boston. Every major city in the United States needs Federal assistance, and this is a bill that will do the job.

Over the years we have spent over \$50 billion on our road program, for what purpose? Building overpasses over these viaducts, building underpasses under these viaducts. We have wasted more money building cloverleafs and things of that nature than we would need to take